

Goal	Action Strategy	Measurement	Q1 2022 Update	Cumulative Progress	Next Steps	Completion Date	Revised Completion Date	Lead Agency
Plan and build safe streets for all users	Complete & implement Ohio Multi-Modal Design Guide (MMDG)	Publish the MMDG	ODOT published updates to the L&D Manual related to bicycle and pedestrian facility design. The MDG was reviewed and approved by the ODOT Spec Committee for a second time. ODOT has enlisted the authors of the MDG to develop a 101 and 201 training. The 101 training will be self-paced, recorded videos covering the content included in the MDG. The 201 training will be live, virtual trainings sessions focused more on specific design guidance and case studies.	To date, ODOT has drafted, reviewed, and compiled comments on all 12 chapters of the MDG. We have hosted 6 full TAC meetings to discuss comments. In addition, edits to the L&D Manual, as well as requests for standard construction drawings, have been compiled. MDG updates were also provided to larger audiences at the Ohio Transportation Engineering Conference in October and an update was provided to ODOT's Active Transportation Advisory Committee (ATAC) in August. Final comments were reviewed and integrated from the ATAC in January of 2022. ODOT's Executive Leadership Committee is expected to approve the Guide by April 1st, 2022.	1. Publish and promote MDG in Q2 of 2022 2. Complete and publish MDG 101 trainings in Q2 of 2022 3. Offer live, virtual MDG 201 training options in Q3-Q4 of 2022	Q3, 2021	Q3, 2022	ODOT
	Complete chapter 6-Pedestrian and Bike Facilities and chapter 9- Traffic Control of the City Roadway Design Manual to provide consistent minimum COMPLETE STREET standards to provide protection to all users in the right of way	Consultant onboard to assist with creating manual	The Toole Design Group given Notice to Proceed	The Toole Design Group was selected as the consultant and given Notice to Proceed	Set Meeting with Steering Committee to define goals and timeline of the manual. Gather Working Groups in various areas of subject matter expertise to review various topics.	Q2, 2021	Q3, 2021 <b>COMPLETED</b>	Dept of Public Service
		chapters completed	A Design Manual Committee comprised of City Staff, subject matter experts, and the consultant met virtually to discuss goals and challenges within the different chapters to be developed. The consultant has provided first drafts for a majority of the topics, and reviews are ongoing.	A Design Manual Committee comprised of City Staff, subject matter experts, and the consultant met virtually to discuss goals and challenges within the different chapters to be developed. The consultant has provided first drafts for a majority of the topics, and reviews are ongoing. This task is on track with 30% progress complete.	Work progress expected: • 60% by July 31, 2022 • 90% by November 30 2022 • Completion and Publication by March 31, 2023	Q1, 2023		
Deliver updated Transit Stop Design Guide to include Vision Zero Safety Considerations	Publish updated Transit Stop Design Guide	The document has been revised and updated to reflect Vision Zero principles where applicable with review from the Department of Public Service (Vision Zero Columbus, Divisions of Traffic Management, Infrastructure Management, and Design and Construction), MORPC, ODOT, and Franklin County Engineers. Chapters have been adjusted to make the document flow better and provide better coordination of Transit Stop design with the streetscape and the roadway. Content has been reduced to reflect typical stop design that may not need COTA to be fully involved in design aspects. Link to new design guide on website: <a href="https://www.cota.com/initiatives/service-improvements/bus-stop-service-improvement-project/">https://www.cota.com/initiatives/service-improvements/bus-stop-service-improvement-project/</a>	Transit Stop Design Guide has been revamped with more but concise detail reflecting the minimum requirements to promote ADA accessibility along, interaction with other utilities and amenities in the streetscape, and recommended roadway designs to ensure adequate bus maneuverability within the roadway.	- Promote the use of the updated guide to local municipalities, architectural/engineering firms, & MORPC. - Continue to evaluate Design Guide and make appropriate updates as needed. - Continue communication with local municipalities and governing ROW jurisdictions to ensure collaborative messaging for roadway use and users.	Q2, 2021 <b>COMPLETED</b>		COTA	
CROSSWALK IMPROVEMENTS *COI - -Review crosswalk evaluation procedures in consideration with industry best practices and research; -Install and/or enhance crosswalks with emphasis on the High Injury Network and/or Communities of Interest	Publish updated process for future inclusion in design manual	• Continued to develop draft design memo document • Revised the mapping for the High Pedestrian Activity Zones and continued to develop draft design memo document	• This strategy is 88% complete • Document is drafted and incorporates industry best practices • Completed the mapping for the High Pedestrian Activity Zones and an example Crosswalk Treatment Study packet	• Modify draft document appropriately based on comments and share with Design Manual team	Q4, 2021	Q2, 2022	Dept of Public Service	
	min 60 crosswalks installed/enhanced (significantly complete)		136 New or Enhanced Crosswalks completed exceeding initial goal!	While the initial goal of 60 is "completed", additional crosswalks will still be installed or upgraded in the coming quarters emphasizing The High Injury Network and Communities of Interest	Q4, 2022 <b>initial goal COMPLETED,</b> additional work ongoing			
INTERSECTION IMPROVEMENTS *COI - -Evaluate sight distance policy and improve visibility and sight lines at intersections within the High Injury Network or other problematic locations; -Rebuild intersections to improve safety conditions including but not limited to installation of signal back plates, Accessible Pedestrian Signals, ADA ramp improvements; -Convert remaining "night flash" operation signalized intersections to radar detection	• update policy • evaluate the # of intersection reviewed and sight line improvements per year	• Update Policy- Continued work with City staff on the concerns related to the requirement for Sight Distance Triangles (SDTs) to be included in the reviews for utility and right-of-way work • An additional 18 Sight Distance Triangles drawn	• Update Policy 92% complete o Reviewed comments on older policy update document and potential Vision Zero additions o Incorporated initial comments from reviewers to address initial comments o Continued to finalize the draft design memo document o Modifications to the example figures in the addendum • 139 Sight Distance Triangles have been drawn and evaluated	• Continue review and editing of document • Complete Design Manual team review • Publish policy document • Continue to evaluate SDT's for 311 requests and other projects	Q4, 2021 Q4, 2021 and 2022	Q2, 2022 Q4, 2021 and 2022	Dept of Public Service	
	15 intersection improvements	2 additional intersections have been improved	<b>22 intersections have been improved, exceeding the initial goal!</b>	Continue to improve more Intersections	Q1, 2023 <b>initial goal COMPLETED,</b> additional work ongoing			
	convert all "night flash" signals		All 20 Night Flash Signals have been converted!	This strategy is complete!	Q1, 2023 <b>COMPLETED</b>			

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	CORRIDOR IMPROVEMENTS *COI - -Select (#) locations on the High Injury Network to pilot and evaluate a variety of temporary infrastructure products focused on speed reduction. -Study one (1) corridor each year for lane reconfiguration to include more modes of transportation (e.g. adding protected lanes)	Evaluation of speed reducing pilots completed	<ul style="list-style-type: none"> <li>Sullivant Ave. from Hague Ave. to I-70 flexi posts implementation completed</li> <li>Mt. Vernon Ave. from 20th St. to Philips St. - speed reducing flexi posts pilot Installed; monitoring speeds</li> <li>researched new infrastructure products to use, list of locations selected; pending available funding.</li> </ul>	<ul style="list-style-type: none"> <li>Sullivant Ave. from Hague to I-70- implementation - Completed</li> <li>Mt. Vernon from 20th St. to Philips St. - speed reducing pilot - Installed; monitoring speeds</li> <li>Reviewed best practices including NCHRP, FHWA, and NACTO documents as well as temporary infrastructure products available</li> <li>Developed initial list of streets for temporary infrastructure products</li> </ul>	<ul style="list-style-type: none"> <li>Continue data collection for Mt. Vernon Ave. tactical urbanism in spring of 2022</li> <li>Continue to coordinate with Planning, Resurfacing, and other teams as needed to evaluate and prioritize potential locations for additional projects</li> <li>Researching the feasibility of speed reducing products within the HIN/COI</li> <li>Finalize Summit St. work orders and develop purchase order with vendor</li> </ul>	Q1, 2023		Dept of Public Service
		<ul style="list-style-type: none"> <li>2 studies complete</li> <li>implement lane configuration changes for at least 1 corridor</li> </ul>	<ul style="list-style-type: none"> <li>Final concept for Indianola Ave. has been resented to the Clintonville Area Commission and University Area Commission; final concept sent to design and construction for integration into the ODOT Urban Repaving scope for FY 2024</li> <li>Mt. Vernon Ave. conceptual alternatives finalized; community engagement planned for early 2022 to reach a preferred corridor-wide alternative</li> <li>Livingston Ave. (18th St. to Nelson Rd.) consultant selected</li> <li>Mt. Vernon Ave. Study (Hamilton Ave. to Taylor Ave.) in progress</li> <li>Indianola Ave. Study (Hudson St. to Oakland Park Ave.) in progress</li> <li>Joint Livingston Ave. Study (Nelson Rd. to James Rd.) in progress</li> </ul>	<ul style="list-style-type: none"> <li>Mt. Vernon Ave. Study (Hamilton Ave. to Taylor Av.) 95% complete</li> <li>Indianola Ave. Study (Hudson St. to Oakland Park Av.) 100% complete</li> <li>Joint Livingston Ave. Study (Nelson Rd. to James Rd.) 80% complete</li> <li>Livingston Ave. Study (18th St. to Nelson Rd.) 5% complete</li> </ul>	<ul style="list-style-type: none"> <li>Indianola Ave. Study – working with Design &amp; Construction on next steps for design of the preferred alternative</li> <li>Further public outreach in order to reach a preferred alternative for the Mt. Vernon Ave. Assessing feasibility of an on-road side path (cycle track) versus a shared use path (SUP)</li> <li>Working with the City of Bexley to complete the Livingston Ave. Study (Nelson Rd. to James Rd.)</li> <li>Implement lane reconfiguration for a portion of Livingston Ave. via resurfacing (College Ave. to James Rd.)</li> <li>Conduct the pedestrian safety study of Livingston Ave. (18th St. to Nelson Rd.)</li> </ul>	Q4, 2021 & 2022 Q4, 2022		
	Set all speed limits in the Downtown area to 25 mph	Journalize/document the revised speed limits and post new signage	<ul style="list-style-type: none"> <li>25% complete</li> <li>Discussion with ODOT District 6 regarding 'edges' of downtown and speed transitions</li> <li>Signals: <ul style="list-style-type: none"> <li>Met with the consultant to discuss Leading Pedestrian Interval (LPI) literature review comments</li> <li>Provided consultant with the list of signalized locations for traffic counts</li> <li>Base synchro model for downtown is being refined by the consultant</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>The downtown boundary map has been finalized</li> <li>A consultant task has been issued to complete speed studies for several roadways within the downtown boundary;</li> <li>Downtown Signal Retiming is 39% complete</li> </ul>	<ul style="list-style-type: none"> <li>Complete review of speed study deliverables and return comments to the Consultant team</li> <li>Conversations with City Attorney and coordination with ODOT District 6 for the legislation as well as the journalization of these changes</li> <li>The signal consultant will continue developing the base model for retiming downtown.</li> <li>Begin traffic counts for the remaining signalized intersections</li> <li>Provide standards to the consultant to include in the City's LPI policy</li> </ul>	Q1, 2023		Dept of Public Service
		Hire a consultant to study the downtown signals for retiming	Hire a consultant to study the downtown signals for retiming - Completed	Hire a consultant to study the downtown signals for retiming - Completed	Begin Study	Q3, 2021 COMPLETED		
	Change speed study process to address how speed (reducing) zones are established in cities. *COI	Process is updated	ODOT conducted a webinar to outline the changes for Ohio agencies and gave a presentation at the Ohio Transportation Engineering Conference in October.	The published changes include making the presence of pedestrians and bicyclists criteria for lowering speeds and allowing local governments and ODOT district offices to use a lower threshold (50th vs. 85th percentile) to determine the speed most drivers are comfortable traveling. These changes give agencies more tools to consider lowering speeds – especially in urban areas with more pedestrians and bicyclists.	ODOT will convene a meeting with ODOT speed zone coordinators in the spring to get feedback on the changes and identify any additional actions.	Q2, 2022 COMPLETED		ODOT
	Implement the Slow Streets program in the Linden and Hilltop neighborhoods and use findings to inform strategic citywide deployment *COI	Linden Implementation Complete Hilltop Implementation 50% Complete	<ul style="list-style-type: none"> <li>Internal discussions continue on identified streets for conversion</li> <li>Project manager has begun to outline communications plan</li> <li>Hilltop conversion delayed pending Signal replacements on Sullivant and work on Broad St. Most of the Hilltop slow streets conversions will now be completed in 2023.</li> </ul>	<ul style="list-style-type: none"> <li>Hilltop and Linden pilots implemented</li> <li>Linden conversion complete</li> <li>Develop memorandum summarizing findings and recommending future action</li> </ul>	<ul style="list-style-type: none"> <li>Contract with consultant to review Hilltop Phase 2 streets</li> <li>Prepare conversion of S. Wayne Ave. (W. Broad St. to Wicklow Rd.) and Belvidere Ave. (W. Broad St. to Sullivant Ave.) to accommodate UIRF Hilltop Bikeways Plan implementation in summer 2022</li> </ul>	Q1, 2023	Hilltop conversions: Q4, 2023	Dept of Public Service
		Memorandum developed summarizing findings and recommending future action		40% complete - Linden memo was approved	Evaluate Hilltop Pilot.	Q1, 2023		

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Promote a culture of safety	Develop and launch multi-lingual educational campaign that focuses on topics that contribute the most to serious injury and fatal crashes like distracted driving and speeding. *COI	Develop a 2 year campaign. Opportunities: Encourage the use of "Crash not accident" to City Staff and reach out to media to use this term. Socialization of the VZ Columbus Video - websites, email. Multi-Lingual brochures created	<ul style="list-style-type: none"> <li>Key Messaging Points Were Identified</li> <li>Outreach strategy, In-Person Engagement Events selected/scheduled</li> <li>Promotional Giveaways finalized</li> <li>Radio , TV, and social media, advertising plan developed.</li> </ul>	<ul style="list-style-type: none"> <li>The statistically significant baseline survey was developed, implemented and advertised through social media. 1400+good quality survey responses were completed as needed for statistical validity.</li> <li>A paid social media campaign has begun to promote the survey and to promote awareness of VZ overall</li> <li>outreach and community engagement strategies further developed</li> <li>Radio , TV, and social media, advertising plan developed.</li> </ul>	<ul style="list-style-type: none"> <li>Continue the Social Media Campaign</li> <li>Finalize messaging, write promotional scripts</li> <li>Implement campaign via various media</li> </ul>	ongoing		Lead - Public Service All Agencies to support
	Develop and launch an Vision Zero Columbus Ambassador Program to help facilitate and encourage resident leadership at the neighborhood level. *COI	Develop and Launch Program and Identify Ambassadors	<ul style="list-style-type: none"> <li>An ambassador roles, responsibilities and training agenda has been established</li> </ul>	<ul style="list-style-type: none"> <li>An ambassador roles, responsibilities and training agenda has been established</li> </ul>	<ul style="list-style-type: none"> <li>Recruit, select, and train ambassadors</li> </ul>	Q1 2022		The Department of Neighborhoods
	Columbus City Schools to include annual transportation safety curriculum/refresher for all students. *COI	Explore and select transportation safety curricula for various grade levels	The CCS K-12 curricula team is developing a multi-year plan that will kick off next year with transportation safety week (Fall 2022) which may include: daily messaging, a transportation choice board, transportation safety student swag in elementary school and a transportation PSA contest in Middle School and High School in conjunction with the transportation safety messaging.	The CCS K-12 curricula team is developing a multi-year plan that will kick off next year with transportation safety week (Fall 2022) which may include: daily messaging, a transportation choice board, transportation safety student swag in elementary school and a transportation PSA contest in Middle School and High School in conjunction with the transportation safety messaging.	Share final draft plan by May 6th and present to larger committee the week of May 9th for review and feedback. Establish sponsors for "swag" Develop Communication Plan	Q1 2022	Q2, 2022	Columbus City Schools
		Implement transportation safety curricula to all grade levels			Share final draft plan by May 6th and present to larger committee the week of May 9th for review and feedback. Establish sponsors for "swag" Develop Communication Plan	Q3 2022		
	COTA to add pedestrian safety messaging to buses on routes on High Injury Network streets. *COI	COTA to Identify HIN stops and the Marketing and Facilities teams to create the safety messaging.	Stops have been identified based on HIN networks, starting with highest pedestrian crash incidents. The HIN networks have also been assessed for time of year, to ensure optimum visibility of the highest audience.	Safety messaging has been created to be placed at stops located within HIN areas. Stops have been reviewed to determine the best sign approach. Sheltered stops will have messaging placed on the shelter in a larger more detailed print. Basic stops will have a vertical sign placed onto the stop pole with visible print. Safety messaging also includes an audio track that is scheduled to play within the targeted HIN zone.	<b>This Task has been COMPLETED</b>	Q1 2021 COMPLETED		COTA
	COTA to implement safety messaging on bus routes - one corridor per quarter beginning Q2, 2021	Q1 of 2022 Safety Messaging being placed at Sullivant Ave from Hague Ave to Terrace Ave, E Broad St & N 3rd St, N 3rd St & E Gay St, and Morse Rd from Karl Rd to Heaton Rd.	Messaging has been added on stops along W Broad St from Hague Ave to Wayne Ave during Q2 of '21, N High St. from Russel St. to W Woodruff Ave during Q3/Q4 of '21, as well as the sheltered stop at W Lane Ave & N High St during Q3/Q4 of '21. Q1 of '22 includes Sullivant Ave from Hague Ave to Terrace Ave, E Broad St & N 3rd St, N 3rd St & E Gay St, and Morse Rd from Karl Rd to Heaton Rd.	Newest routes of Q2 for '22: W Mound St & S High St, W 5th Ave from N High St to Highland St, and Parsons Ave from E Welch St to Sheldon Ave. On the following routes for Q3 for '22: Livingston Ave from Kellner Rd and Elderwood Ave & Hilliard Rome Rd from Renner Rd to Westchester Woods Blvd.	ongoing			

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Do it better - Enhance processes and collaboration	Establish a Rapid Response team to quickly evaluate the roadway characteristics of severe crashes/near miss hot spots to recommend any immediate improvements where possible as well as any larger capital improvements *COI	Formation of Team	Team has been created and includes engineers and maintenance staff from the Division of Infrastructure Management, Division of Traffic Management, and Vision Zero/Director's Office.	Team has been created and includes engineers and maintenance staff from the Division of Infrastructure Management, Division of Traffic Management, and Vision Zero/Director's Office.	This task is complete.	Q1, 2021 COMPLETED		Dept of Public Service	
		Establish a crash review process/checklist	A process/checklist has been created.	A process/checklist has been created.	This task is complete. Process may be adjusted as we learn from field visits.	Q2, 2021 COMPLETED			
		Site visits of each fatal crash	10 locations were visited and evaluated during Q1	79 locations have been visited and evaluated April 2021-March 2022 about half had notes for short term improvements or further investigation needed	Continue to follow through on work orders and studies in progress. Continue to visit each fatal crash as they occur for possible improvements.	begin Q2, 2021			
	Support Statewide Senate Bill 283 Distracted Driving Law	Statewide passage of HB 283. The bill, which was introduced by Representative Abrams and Representative Lampton broadens the existing texting-while-driving prohibition in the Ohio Revised Code (ORC) to prohibit using an electronic wireless communications device (EWCD) while driving and make the use of an EWCD while driving a primary offense, rather than a secondary offense.	A 4th Hearing was held in the House Criminal Justice Committee on March 3rd	Bill was introduced in the Ohio House of Representatives Criminal Justice Committee and has had 4 rounds of hearings for proponent and opposition testimony. Lobbyists continue to advocate for this legislation	• If approved by House, the bill will need to go through a Senate Committee and then Full Senate for approval.	Q1, 2023		Nationwide	
	Incorporate Vision Zero principles into MORPC led regional plans, convenings, and federal transportation funding process and increase public policy advocacy for Vision Zero efforts *COI	Update and adopt Central Ohio Transportation Safety Plan with Vision Zero principles - Q1 2023		The 2020-2050 Active Transportation Plan was adopted in December 2021. This Plan complements the recommendations of the COTSP by providing design guidance and best practices to safely accommodate bicyclists and pedestrians. MORPC released an update to its annual State of Safety report, which highlights key statistics on fatal and serious injury crashes. The latest report is for 2015-2019 and can be found at <a href="http://www.morpc.org/safety">www.morpc.org/safety</a> Fulfilling a goal of the COTSP, MORPC generates around 12 posts per month across various social platforms (Facebook, Instagram, Twitter) to provide information on transportation safety. 2022: Q1 10 posts, 2 specific to Vision Zero. 2021: Q1 12 posts, 3 specific to Vision Zero. Q2 13 posts. Q3 19 posts, 3 specific to Vision Zero. Q4 17 posts, 3 specific to Vision Zero.			Q1, 2023		MORPC
		Hold Annual Regional Safety Forum with focus on Vision Zero work and examples delivered – Q4 2021		Forum was held on Tuesday, September 21. A recording of the event is available: <a href="https://www.youtube.com/watch?v=UxnacSr3bIs">https://www.youtube.com/watch?v=UxnacSr3bIs</a>	Develop agenda for annual Central Ohio Transportation Safety Forum in Q3 2022 that highlights Vision Zero principles	Q4, 2021 COMPLETED			
Increase advocacy on regional public policy agenda's support for Vision Zero principles – Q2 2021 (ongoing)		The MORPC Government Affairs team continues to monitor proposed legislation at the state level regarding items that affect transportation safety, including HB 283.	On June 10, 2021 Mid-Ohio Regional Planning Commission Executive Director William Murdock submitted proponent testimony on House Bill 283 to the House Criminal Justice Committee. The bill, which was introduced by Representative Abrams and Representative Lampton broadens the existing texting-while-driving prohibition in the Ohio Revised Code (ORC) to prohibit using an electronic wireless communications device (EWCD) while driving and make the use of an EWCD while driving a primary offense, rather than a secondary offense.	Continue to support HB 283 and other legislative actions that elevate Vision Zero principles, as possible.	Q2, 2021				
Adopt criteria in MORPC's federal transportation funding process to elevate Vision Zero safety principles		The Policies for Managing MORPC Attributable Funds have completed the public comment period and are wrapping up final review before adoption. The updated Policies will be adopted in May 2022 (Q2, 2022). A new criterion was added to the Evaluation Criteria and Scoring Process emphasizing safety. Projects will now be evaluated based on projected reductions in crashes, but also the applicant's description of how the proposed project will improve safety and whether or not the project is identified in a local or regional safety priority list. Additionally, the weighting assigned to the Sustainable Neighborhoods goal and associated pedestrian, bikeway, and transit system criteria, was increased for Roadway Capacity/Operational Change projects as well as System Preservation projects. This change will further emphasize safety improvements for vulnerable roadway users.	An update to the MORPC Complete Streets Policy was adopted in November 2021. This Policy update included the addition of new language that emphasized the safety and comfort of vulnerable roadway users. The Policy applies to all projects receiving MORPC-attributable federal funding. The Policies for Managing MORPC Attributable Funds began their biennial review in Sept 2021. On an aside, the safety criteria for the State Capital Improvement Program (SCIP) and Local Transportation Improvement Program (LTIP) for Ohio Public Works Commission (OPWC) District 3 (Franklin County) was revised which put more emphasis on fatal and severe injury crashes than the previous criteria did. This was adopted by the District 3 Public Works Integrating Committee in May and will be effective with the funding application cycle applications that are due in September.	Adopt update to the Policies for Managing MORPC Attributable Funds that further emphasize principles of Vision Zero in MORPC's federal transportation funding process.	Q1, 2022				

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	Columbus City Schools to collaborate with the Division of Traffic Management and Columbus Police when planning and optimizing safe school bus stop locations. *COI	Create a checklist process for optimizing school bus stop locations.	Bus stop safety checklist draft is completed. CCS Transportation leadership is working to collaborate with the Columbus Division of Police and The Columbus Division of Public Service Departments. The goal is to communicate the areas associated with the bus stops and work collaboratively to address any safety concerns that are outside of CCS scope of responsibility to correct and improve the routes. Thus ensuring that routes are still routed efficiently and with safety concerns addressed through all means possible.	Several informal meetings have been held for brainstorming and research regarding checklist. Reached out to other school districts concerning best practice for bus stop checklist ideas. Working internally to add this new checklist to our existing safety and operational SOP's Established relationships with community liaisons who can assist when a safety concern occurs outside of transportation's authority	CCS to review checklist with Public Service.	Q1,2023		Columbus City Schools support - the Department of Public Service and CPD
	Explore income-based traffic related penalties so as to not disproportionately impact people with lower incomes by requiring them to attend traffic court in order to get a reduced fine. *COI	Determine and document what barriers exist to implementing graduated fines based on income and placing this information up-front on the fee schedule as well as exploring barriers exist to creating an online adjudication system to allow for income information to be submitted without appearance in court.		The Judge, Prosecutor, and Magistrate have agreed to pursue a virtual court for traffic violations where offenders will please "Guilty" or "No Contest" but can appeal to have reduced fines and waived fees if able to prove financial hardship. Platforms to implement the virtual court are being pursued.	Follow up on getting demonstrations from Virtual Court Platforms; Determine Logistics of a Virtual Court Appearance Online • Determine what proof would need to be provided to prove indigence for waived fees • What would determine if the pilot is considered "successful"?	Q3, 2022		City Attorney
		Determine and document what barriers exist to allowing a transportation training course in lieu of fines without having to attend court for permission.		Typically the transportation class is used in lieu of points, not fines which involves a prosecutor.	Investigate other options for Prosecutors to increase the use of transportation courses in lieu of fines.	Q3, 2022		
Identify and Commit Resources	\$5 Million of dedicated gas tax and capital funds per year to fund VZAP strategies *COI	Funding to be committed in 2021 and 2022 CIB	\$ 1,045,598 funding used in Q1 2022	\$7,038,387.67 spent on intersection improvements, downtown signals study, design standards updates, and multilingual campaign	Additional projects are being identified, and dollars spent via ongoing Capital Improvement Projects on these strategies will also be identified. Work orders and Capital Prjects will continue	Q4, 2021 <b>COMPLETED</b> Q4, 2022		City Council
	Reallocate, align or add positions to advance Vision Zero Action Plan strategies.	5 positions over 2 years		Two of five anticipated positions hired.	Continue to evaluate gaps in deliver of Vision Zero Action Strategies and Foundational items designed to deliver change.	Q4, 2021 - 2 positions Q4, 2022 - 3 positions		Dept. of Public Service

\*COI - these strategies have potential to focus attention in our Communities of Interest